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MONZA AUTORACE

" GRAND PRIX OF EUROPE 1956 "

The surprises of this Grand Prix of Europe 1956 were numberless and started very soon, during the 4th tour of the circuit. Thereafter the classification was continuously altered.

CASTELLOTTI and MUSSO, who were starting the race like thunderbolts, are soon ahead of the other competitors

At the 5th tour of the course they have to stop at the box to change a wheel.

Presently, MOSS is taking the lead, followed, at a few metres' distance, by SCHELL and Collins, respectively.

During the next round of the circuit, the Spanish pilot DE PORTAGO on a Ferrari car, has troubles at the rear left wheel for the second time. Now the burst tyre compels DE PORTAGO to retire from the race.

At the 9th tour CASTELLOTTI comes off the course at a speed of 250 km.p.h. by the South bent. His left tyre bursts but the pilot succeeds in mastering his car.

At the 10th tour FANGIO is ahead, followed by MOSS, SCHELL and COLLINS

At the 12th tour MOSS is ahead, while FANGIO is back to the third place. Some other tours, and TRINTIGNANT is obliged to retire because of spring troubles.

At the next tour FANGIO is considerably slowed by engine troubles, and, at the 20th passage his car is stopping at the box. The Ferrari technicians work feverishly to refit the car, and, after having lost 5 tours, she is able to resume the race. This time CASTELLOTTI is driving her.

The only surprise of this central part of the race is the retiring of BEHRA for a broken magneto.

At the 27th tour the situation looks a definitive one, but here is another surprise: at the 35th COLLINS is at the box to change a tyre and to give FANGIO his place as a pilot of the car. FANGIO immediately starts at a terrific speed.

The last tours are really thrilling, with FANGIO and MUSSO ahead of MOSS, who is now obliged to stop for a quick refuelling.

MUSSO sees his opportunity to take the lead and he appears to be the winner of the race but... a broken control makes him to retire, at only 30 km. from the end of the race.

So it is MOSS again, ahead of FANGIO.

MOSS is the winner of the autorace, the Grand Prix of Europe 1956, who gets all the cheers of an enthusiastic throng.